SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. ~~10~~ 11

6/13/48

FOR THE

SACRAMENTO DIVISION.

TO TAKE EFFECT FRIDAY, JUNE 14, 1895, AT 1:30 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public. The company reserves the right to vary from this schedule as circumstances may require.

A. N. TOWNE,
General Manager.

J. A. FILLMORE,
General Superintendent.

J. B. WRIGHT,
Div. Superintendent.

T. R. JONES,
Asst. Div. Supt.

SACRAMENTO DIVISION: Sacramento and Truckee.

FROM SAN FRANCISCO.

Second Class.

27 Marysville Freight. Daily. Ex. Sun.	19 Freight. Daily.	13 Way Freight. Daily.	9 Through Freight. Daily.	7 Through Freight. Daily.	5 Freight. Daily.
		A M LV 4.00	A M LV 1.00	A M LV 7.45	P M LV 1.45
		4.25	1.25	8.10	2.10
		4.30	1.30	8.15	**2.25**
		Foot-note. **4.50**	1.50	8.35	2.50
P M LV **6.00**		**5.10**	2.05	8.50	3.05
6.20 P M AR	A M LV 6.00	5.30 6.30	2.20 2.50	**9.15** 9.45	**3.30** 4.00
	6.15	6.45	3.05	10.00	4.15
	6.30	7.10	**3.25**	10.15	**4.40**
	6.55	**8.45**	3.45	11.15	**5.20**
	7.30	10.00	**4.15**	**11.55** P M	**6.55**
	7.50	10.20	4.35	12.35	7.15
	8.15	10.45	4.50	12.55	**7.40**
	8.30	**11.05**	5.05	**1.15**	7.55
	8.50	11.30	5.25	**1.45**	8.15
	9.20	Foot-note. 11.50	5.50	2.15	8.45
	9.55	A M AR 6.15	2.40	9.05	
	10.30		**7.00**	**3.35**	9.40
	10.40		7.10	3.55	9.50
	10.55		7.25	4.15	10.05
	11.10		7.30	4.25	10.15
	11.40		7.50	**5.00**	10.40
	P M 12.30		**8.30**	5.45	**11.35** A M
	1.10		**9.30**	6.20	12.20
	1.30		9.55	6.40	**12.55**
	2.00		10.30	7.00	1.20
	2.40		10.45	7.15	1.35
	3.05		11.05	7.35	1.55
	3.45		11.30	8.10	2.20
	4.05		11.50	8.25	2.35
	4.25		P M 12.10	**8.50**	2.55
	4.30		**12.25**	9.00	3.00
	4.45		Foot-note. **12.45**	9.15	3.15
	5.00 P M AR		1.00 P M AR	9.30 P M AR	3.30 A M AR
Daily. Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.

First Class.

15 Oregon Express. Daily.	11 Red Bluff Passenger. Daily.	25 Towles Passenger. Daily.	3 Atlantic Express. Daily.	1 Atlantic Express. Daily.
P M LV **11.00**	P M LV **3.05**	P M LV 5.00	P M LV 10.00	A M LV 11.40
f 11.17	*f* 3.22	*f* 5.16	10.17	*f* 11.57
11.19	*f* 3.25	*f* 5.19	**10.20**	*f* 11.59 P M
f 11.30	*s* 3.39	*s* 5.31	10.34	*f* 12.10
s 11.40 P M AR	*s* 3.50 P M AR	*s* **5.40**	*s* 10.43	*s* 12.20
		s **5.50**	*s* 11.00	*s* 12.35
		s 6.00	*f* 11.10	*s* 12.45
		s 6.12	*f* 11.22	*s* **12.55**
		s 6.35	*s* 11.40 A M	*s* 1.20
		s **6.55**	*s* 12.05	*s* 1.45
		f 7.05	12.17	**1.55**
		s 7.15	12.28	*s* 2.05
		f **7.25**	12.40	*f* **2.15**
		s 7.36	12.54	*s* 2.26
		s 7.50	*s* **1.25**	*s* 2.45
		f 8.09	1.45	*f* 3.00
		s 8.30	*s* **2.25**	*s* **3.35**
		s 8.36	*s* 2.40	*s* 3.45
		s 8.45	2.48	*f* 3.54
		8.50 P M AR	*f* 2.53	*s* 4.00
			3.10	*f* 4.13
			s 3.45	*s* **4.35**
			s 4.05	*s* 5.00
			4.23	*f* 5.15
			s 4.44	*s* 5.33
			4.59	*f* 5.44
			5.15	*f* 5.57
			s 5.38	*s* 6.20
			5.50	*f* 6.31
			6.05	*f* 6.44
			6.09	*f* 6.47
			6.20	*f* 6.55
			6.30 A M AR	7.05 P M AR
Daily.	Daily.	Daily.	Daily	Daily.

DISTANCE FROM SAN FRANCISCO.	STATIONS.
151.19	dn. **SACRAMENTO** W.
	6.43
157.62	Benali
	1.49
159.11	Arcade
	6.42
165.53	Antelope
	3.90
169.43	d. **ROSEVILLE** W.
	3.91
173.34	dn. **ROCKLIN** W.
	3.04
176.38	d. Loomis
	2.88
179.26	d Penryn
	3.18
182.44	d. Newcastle W.
	4.89
187.33	dn. Auburn W.
	3.31
190.64	Bowman
	3.40
194.04	d. Clipper Gap W.
	2.97
197.01	Applegate
	3.31
200.32	d. N. E. Mills
	5.06
205.38	dn. **COLFAX** W.
	4.50
209.88	C. H. Mills
	5.96
215.84	dn. Gold Run W.
	2.13
217.97	d. Dutch Flat
	1.87
219.84	Alta W.
	0.84
220.68	dn. Towles
	4.00
224.68	Shady Run
	4.72
229.40	dn. Blue Canon W.
	5.20
234.60	dn. Emigrant Gap W.
	4.26
238.86	Yuba Pass
	4.24
243.10	dn. Cisco
	3.51
246.61	Tamarack
	4.02
250.63	dn. Cascade
	5.77
256.40	dn. Summit W.
	2.70
259.10	Lake View
	3.99
263.09	dn. Tunnel 13
	1.10
264.19	Strong's Canon
	2.97
267.16	Champions
	3.55
270.71	dn. **TRUCKEE** W.

TIME TABLE No. 10, June 14, 1895.

☞ *Train No. 13 has right of track against Train No. 14.*
☞ *Train No. 9 has right of track against Train No. 6.*
☞ *Train No. 10 will take siding and wait at Antelope until 5.00 A. M. for Train No. 13.*

SACRAMENTO DIVISION: Sacramento and Truckee.

TIME TABLE No. 10, June 14, 1895.

STATIONS.

DISTANCE FROM TRUCKEE.

TOWARD SAN FRANCISCO.

First Class.

	2 Pacific Express. Daily.	4 Pacific Express. Daily.	26 Towles Passenger. Daily.	12 Red Bluff Passenger. Daily.	16 Oregon Express. Daily.
dn. **SACRAMENTO** W. 6.43	P M AR 6.40	A M AR **5.50**	A M AR 10.05	A M AR 10.15	A M AR 6.20
Benali 1.49	f 6.23	5.33	9.48	f 9.58	6.02
Arcade 6.42	f 6.20	5.30	9.45	f 9.55	5.59
Antelope 3.90	f 6.10	5.20	9.35	f 9.45	5.46
d. **ROSEVILLE** W. 3.91	s **6.00**	s **5.10**	s 9.25	9.35 A M LV	5.35 A M LV
dn. **ROCKLIN** W. 3.04	s **5.50**	s 5.00	s **9.15**		
d. Loomis 2.88	s 5.37	f 4.47	s 9.04		
d. Penryn 3.18	s 5.29	f 4.39	s 8.56		
d. Newcastle W. 4.89	s **5.20**	s 4.30	s **8.45**		
dn. Auburn W. 3.31	s 5.05	s **4.15**	s 8.32		
Bowman 3.40	4.54	3.59	f 8.23		
d. Clipper Gap W. 2.97	f 4.46	3.48	s **8.15**		
Applegate 3.31	f 4.38	3.38	f 8.07		
d. N. E. Mills 5.06	f 4.30	3.28	s 7.59		
dn. **COLFAX** W. 4.50	s 4.15	s 3.10	s 7.45		
C. H. Mills 5.96	f 3.53	2.48	f 7.23		
dn. Gold Run W. 2.13	s **3.35**	s **2.25**	s **7.00**		
d. Dutch Flat 1.87	s 3.28	s 2.15	s 6.49		
Alta W. .84	f 3.22	2.06	f 6.40		
dn. Towles 4.00	s 3.19	f 2.02	6.35 A M LV		
Shady Run 4.72	f 3.05	1.47			
dn. Blue Canon W. 5.20	s 2.45	s 1.25			
dn. Emigrant Gap W. 4.26	s 2.27	s 1.07			
Yuba Pass 4.24	f 2.14	**12.55**			
dn. Cisco 3.51	s **2.00**	s 12.38			
Tamarack. 4.02	f 1.49	12.25			
dn. Cascade 5.77	f 1.35	12.09			
dn. Summit W. 2.70	f 1.15 / s 12.55	A M s 11.45			
Lakeview 3.99	f 12.42	11.30			
dn. Tunnel 13 1.10	f 12.28	11.15			
Strong's Canon 2.97	f **12.25**	11.11			
Champions 3.55	f 12.15	10.59			
dn. **TRUCKEE** W.	12.01 P M LV	10.45 P M LV			
	Daily.	Daily	Daily.	Daily.	Daily.

Second Class.

	6 Through Freight. Daily.	8 Through Freight. Daily,	10 Freight. Daily.	14 Way Freight. Daily.	20 Freight. Daily.	28 Marysville Freight. Daily Ex. Sun.
dn. **SACRAMENTO** W. 6.43	P M AR **11.00**	P M AR **3.05**	A M AR **5.50**	P M AR 7.15		
Benali 1.49	10.25	2.30	5.15	6.50		
Arcade 6.42	**10.20**	**2.25**	5.10	6.45		
Antelope 3.90	9.50	2.05	Foot-note **4.50**	6.25		
d. **ROSEVILLE** W. 3.91	9.35	1.50	4.30	**6.00** / **5.40** P M AR		A M AR **5.10**
dn. **ROCKLIN** W. 3.04	9.15	1.30	4.05	5.15	**3.30**	4.45 A M LV
d. Loomis 2.88	8.55	1.10	3.40	4.55	3.15	
d. Penryn 3.18	8.45	**12.55**	**3.25**	**4.40**	3.00	
d. Newcastle W. 4.89	8.30	12.30 P M	3.10	4.15	2.40	
dn. Auburn W. 3.31	8.10	**11.55**	2.50	3.10	2.15	
Bowman 3.40	7.55	11.30	2.35	2.45	**1.55**	
d. Clipper Gap W. 2.97	**7.40**	11.15	2.20	2.30	1.30	
Applegate 3.31	**7.25**	**11.05**	2.05	**2.15**	**1.15**	
d. N. E. Mills 5.06	7.05	10.50	1.50	**1.45**	1.00	
dn. **COLFAX** W. 4.50	6.40	10.30	**1.25**	Foot-note 1.15 P M LV	12.40	
C. H. Mills 5.96	6.10	**9.55**	1.00		12.15 P M	
dn. Gold Run W. 2.13	5.45	9.30	12.35		11.50	
d. Dutch Flat 1.87	5.35	9.20	12.25		11.35	
Alta W. .84	5.25	9.10	12.15		11.20	
dn. Towles 4.00	5.20	9.05	12.10 A M		**11.10**	
Shady Run 4.72	**5.00**	8.50	11.55		10.30	
dn. Blue Canon W. 5.20	**4.35**	**8.30**	**11.35**		10.10	
dn. Emigrant Gap W. 4.26	3.45	7.50	11.05		**9.30**	
Yuba Pass 4.24	3.25	7.30	10.45		8.50	
dn. Cisco 3.51	3.05	7.10	10.25		8.30	
Tamarack. 4.02	**2.40**	6.55	10.10		8.10	
dn. Cascade 5.77	2.20	6.35	9.50		7.50	
dn. Summit W. 2.70	1.50	6.10	9.25		7.20	
Lakeview 3.99	1.30	**5.50**	9.10		7.05	
dn. Tunnel 13 1.10	1.10	5.20	**8.50**		6.45	
Strong's Canon 2.97	1.05	5.15	8.45		6.40	
Champions 3.55	Foot-note **12.45**	5.00	8.30		**6.20**	
dn. **TRUCKEE** W.	12.20 P M LV	4.40 A M LV	8.10 P M LV		6.00 A M LV	
	Daily.	Daily.	Daily.	Daily,	Daily.	Daily. Ex. Sun.

☞ *Train No. 13 has right of track against Train No. 14.*
☞ *Train No. 9 has right of track against Train No. 6.*
☞ *Train No. 10 will take siding and wait at Antelope until 5.00 A. M. for Train No. 13.*

SACRAMENTO DIVISION: Truckee and Wadsworth.

FROM SAN FRANCISCO.

Second Class.

23	9	7	5
Way Freight.	Through Freight.	Through Freight.	Freight.
Daily.	Daily.	Daily.	Daily.
P M LV	P M LV	P M LV	A M LV
1.30	2.30	11.00	5.30
1.40	2 40	11.10	5.40
1.55	2.55	11.25	5.55
2.20	3.25	11.30	6.20
2.50	3.55	11.50	6.50
3.10	4.10	A M 12.05	7.05
3.40	4.35	12.25	7.25
4.05	**4.50**	12.30	**7.45**
4.30	5.10	**1.00**	8.10
4.45	5.40	1.30	**8.30**
P M AR	6.05	1.55	**9.30**
	6.20	2.10	9.50
	6.50	2.40	10.20
	7.25	3.10	10.50
	7.50	3.40	11.15
	P M AR	A M AR	A M AR
Daily.	Daily.	Daily.	Daily.

First Class.

3	1
Atlantic Express.	Atlantic Express.
Daily.	Daily.
A M LV	P M LV
6.45	**7.30**
f 7.37	*f* 7.46
7.01	*f* 7.46
s 7.05	*s* 7.50
s 7.19	*s* 8.05
7.28	*f* 8.14
7.41	*f* 8.28
s **7.45**	*s* 8.32
7.57	*s* **8.50**
s **8.15**	*s* 9.10
8.33	*f* 9.28
8.42	*f* 9.36
s **9.00**	*f* 9.49
9.16	*f* 10.03
9.30	**10.15**
A M AR	P M AR
Daily.	Daily.

DISTANCE FROM SAN FRANCISCO.

270.71	
273.47	
277.57	
279.14	
284.84	
288.35	
293.96	
295.19	
300.67	
305.66	
313.30	
317.62	
325.26	
332.81	
339.52	

TIME TABLE No. 10, June 14, 1895.

STATIONS.

dn.	**TRUCKEE**	W.
	2.76	
	Winsted	
	4.10	
	Prosser Creek	
	1.57	
d.	Boca	W.
	5.70	
d.	Floriston	
	3.51	
	Mystic	
	5.61	
	Essex	
	1.23	
dn.	Verdi	
	5.48	
	Lawton	
	4.99	
dn.	**RENO**	W.
	7.64	
	Vista	
	4.32	
	Hafed	
	7.64	
d.	Clark's	W.
	7.55	
	Salvia	
	6.71	
dn.	**WADSWORTH**	W.

DISTANCE FROM WADSWORTH.

68.81
66.05
61.95
60.38
54.68
51.17
45.56
44.33
38.85
33.86
26.22
21.90
14.26
6.71
0.00

TOWARD SAN FRANCISCO.

First Class.

2	4
Pacific Express.	Pacific Express.
Daily.	Daily.
A M AR	P M AR
11.50	10.30
f 11.38	10.17
f 11.25	10.03
s 11.20	*s* 9.57
s 11.00	*f* 9.36
f 10.49	9.25
f 10.34	9.10
s 10.30	*s* 9.05
f 10.15	**8.50**
s 10.00	*s* 8.35
f **9.30**	8.07
f 9.19	7.57
f **9.00**	7.40
f 8.45	**7.25**
8.30	7.10
A M LV	P M LV
Daily.	Daily.

Second Class.

6	8	10	24
Through Freight.	Through Freight.	Freight.	Way Freight
Daily.	Daily.	Daily.	Daily.
A M AR	A M AR	P M AR	A M AR
11.15	3.20	**7.30**	10.15
11.00	3.05	7.10	10.00
10.45	2.50	6.50	9.40
10.35	2.40	6.30	9.30
10.05	2.15	5.45	8.35
9.50	2.00	5.25	8.15
9.25	1.35	5.00	7.55
9.15	1.25	**4.50**	**7.45**
8.50	**1.00**	**4.30**	7.10
8.30 / **8.15**	12.30	4.00	6.50
	A M		A M LV
7.40	11.55	3.25	
7.25	11.40	3.10	
6.55	11.10	2.40	
6.25	10.40	2.10	
6.00	**10.15**	1.45	
A M LV	P M LV	P M LV	
Daily	Daily.	Daily.	Daily.

SACRAMENTO DIVISION: Roseville and Red Bluff.

FROM SAN FRANCISCO.

Second Class.

33	31	21
Marysville Freight.	Oregon Freight.	Red Bluff Freight.
Daily, Ex. Sun.	Daily.	Daily. Ex. Sun.
A M LV 4.00	A M LV 4.35	A M LV 6.45

First Class.

17	15	11
Redding Passenger.	Oregon Express.	Red Bluff Passenger.
Daily.	Daily.	Daily.
A M LV 10.30	P M LV 11.00	P M LV 3.05

DISTANCE FROM SAN FRANCISCO.

TIME TABLE No. 10, June 14, 1895.

STATIONS.

DISTANCE FROM RED BLUFF.

TOWARD SAN FRANCISCO.

First Class.

12	16	18
Red Bluff Passenger.	Oregon Express.	Redding Passenger.
Daily.	Daily.	Daily.
A M AR 10.15	A M AR 6.20	P M AR 3.55

Second Class.

22	32	34
Red Bluff Freight.	Oregon Freight.	Marysville Freight.
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.
P M AR 7.50	P M AR 6.40	P M AR 7.15

FROM SAN FRANCISCO.					DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM RED BLUFF.	TOWARD SAN FRANCISCO.				
A M LV 4.00	A M LV 4.35	A M LV 6.45	A M LV 10.30	P M LV 11.00		... SACRAMENTO ...		A M AR 10.15	A M AR 6.20	P M AR 3.55	P M AR 7.50	P M AR 6.40
A M LV 5.35				P M LV 11.40	108.03	d... ROSEVILLE ..W. 6.10	116.72	s 9.35	s 5.35			P M AR 5.40
6.00				11.53	114.13	..... Whitneys 4.19	110.62	f 9.23	5.16			5.15
7.00				A M s 12.02	118.32	d..... Lincoln .....W. 4.13	106.43	s 9.15	s 5.05			5.00
7.15				12.10	122.45	..... Ewings 3.71	102.30	f 9.06	4.54			**4.20**
7.30				12.16	126.16	..... Sheridan 3.28	98.59	s 8.59	4.43			4.00
8.10				s 12.23	129.44	d.... Wheatland 6.28	95.31	s 8.52	s 4.33			3.50
8.40				12.35	135.72	..... Reed's 4.65	89.03	f **8.40**	4.15			3.25
9.00				12.44	140.37	..... Rupert 1.83	84.38	f 8.31	4.02			3.10
9.10		A M LV 10.45		s 1.00	142.20	d.. MARYSVILLE .W. 1.05	82.55	{ 8.25 s8.05	s 3.55			P M AR 12.30 3.00
A M AR		10.55		s 1.05	143.25	... BINNEY JUNC... 5.78	81.50	s 8.01	s 3.39			12.20 P M 11.55 P M LV
		11.15		1.17	149.03	..... Lomo 3.90	75.72	f 7.50	3.23			
		11.40 P M		f 1.25	152.93	d..... Live Oak..... 6.46	71.82	s 7.42	f 3.12			**11.40**
		12.15		s 1.38	159.39	d..... Gridley..... 3.47	65.36	s 7.28	s 2.54			11.15
		1.00		s 1.50	162.86	d..... Biggs..... W. 5.92	61.89	s 7.20	s 2.43			10.45
		1.20		2.02	168.78	..... Silsby 4.10	55.97	f 7.09	2.25			10.10
		1.35		Foot-note. **2.10** s 6.19	172.88	d..... Nelson..... 6.60	51.87	s 7.01	{ s **2.10** Foot-note.			9.55
		2.00		2.22	179.48	d..... Durham 6.08	45.27	s 6.48	1.51			9.30
		2.50		s 2.40	185.56	d..... Chico .....W. 7.07	39.19	s 6.35	s 1.35			9.00
		3.15		2.55	192.63	..... Nord 2.34	32.12	s 6.18	1.11			8.05
		3.25		3.00	194.97	..... Anita 2.39	29.78	f 6.14	1.05			7.55
		3.35		3.05	197.36	..... Cana 2.76	27.39	s 6.10	12.59			7.45
		3.45		3.11	200.12	..... Soto 4.29	24.63	f 6.05	12.51			7.35
		4.05		s 3.20	204.41	d..... Vina 7.43	20.34	s 5.57	s 12.40			7.20
		4.35		3.35	211.84	..... Sesma..... 1.25	12.91	f 5.43	12.21			6.50
		4.50	P M LV 7.15	P M LV 3.35 s 3.40	213.09	d... TEHAMA ...W. 4.02	11.66	s 5.38	s 12.15	A M AR s 10.55	A M AR 8.35	6.40
		5.05	7.30	f 3.45	217.11	..... Proberta..... 3.04	7.64	f 5.30	12.04 A M	f 10.44	8.10	6.25
		5.15	7.40	f 3.50	220.15	..... Rawson 4.60	4.60	f 5.24	11.56	f 10.38	8.00	6.15
		5.30 P M AR	7.55 P M AR	4.00 P M AR	224.75	dn.. RED BLUFF ..W.	0.00	5.15 A M LV	11.45 P M LV	10.30 A M LV	7.45 A M LV	6.00 A M LV
Daily. Ex. Sun.		Daily.	Daily. Ex. Sun.	Daily.				Daily.	Daily.	Daily.	Daily. Ex. Sun.	Daily	Daily Ex. Sun.

☞ *Train No. 15 has right of track against Train No. 16.*

SACRAMENTO DIVISION: Davis and Tehama.

FROM SAN FRANCISCO.

Second Class.		First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 10, June 14, 1895. STATIONS.	DISTANCE FROM TEHAMA.	TOWARD SAN FRANCISCO. First Class.			Second Class.	
31 Oregon Freight. Daily.		21 Red Bluff Freight. Daily, Ex. Sun.	49 Oroville Passenger. Daily.	17 Redding Passenger. Daily.				18 Redding Passenger. Daily.	50 Oroville Passenger. Daily.		22 Red Bluff Freight. Daily, Ex. Sun.	32 Oregon Freight. Daily.
A M LV 4.35		A M LV 6.45	P M LV 7.10	A M LV 10.30		SACRAMENTO		P M AR 3.55	A M AR 7.45		P M AR 7.50	P M AR 6.40
A M LV 5.45		A M LV 8.20	P M LV 7.50	A M LV 11.10	76.56	dn. DAVIS .W.	110.80	P M AR 3.15	7.00		P M AR 6.30	P M AR 5.20
						5.05						
6.05		8.40	f 8.00	f 11.20	81.61	Merritts	105.75	f 3.05	f 6.50		6.10	5.05
						2.51						
6.15		8.50	f 8.05	f 11.25	84.12	Mullen	103.24	f 3.00	f 6.45		6.00	4.55
						1.83						
6.40 A M AR		9.40	s 8.10 P M AR	s 11.30	85.95	d. WOODLAND .W.	101.41	s 2.55	**6.40** A M LV		5.50	4.45 P M LV
						4.91						
		10.05		s 11.40	90.86	d. Yolo	96.50	s 2.40			5.15	
						5.88						
		10.40		s 11.53	96.74	d. Blacks	90.62	s 2.29			4.50	
						2.12						
		10.50		f 11.58	98.86	Yankville	88.50	f 2.24			4.35	
						5.40						
		11.20		s 12.12 P M	104.26	d. Dunnigan .W.	83.10	s 2.13			4.20	
						3.11						
		11.35		f 12.20	107.37	Hershey	79.99	f 2.04			4.05	
						1.93						
		11.45		f 12.24	109.30	Harrington	78.06	f 2.01			3.55	
						5.17						
		12.35 P M		s **12.35**	114.47	d. Arbuckle	72.89	s 1.51			3.35	
						4.06						
		12.55		f 12.43	118.53	Genevra .W.	68.83	f 1.43			3.15	
						0.93						
		1.00		f 12.45	119.46	Macy	67.90	f 1.41			3.05	
						5.73						
		1.30		s 12.57	125.19	d. Williams	62.17	s **1.30**			2.45	
						4.94						
		2.20		s **1.15**	130.13	d. COLUSA JUNC.	57.23	s **1.15**			**2.20**	
						3.91						
		2.50		s 1.25	134.04	d. Maxwell .W.	53.32	s 1.07			2.00	
						5.24						
		3.10		f **1.35**	139.28	Delavan	48.08	f 12.57			**1.35**	
						3.66						
		3.25		s 1.41	142.94	d. Norman	44.42	s **12.50**			**12.50**	
						2.36						
		3.35		f 1.45	145.30	Logandale	42.06	f 12.45			12.25	
						5.57						
		4.15		s 1.55 2.15	150.87	d. WILLOWS .W.	36.49	12.30 s12.10			12.05 P M	
						3.37						
		4.25		f 2.23	154.24	Lyman	33.12	f 12.01 P M			11.10	
						3.57						
		4.45		s 2.30	157.81	d. Germantown	29.55	s 11.54			10.55	
						5.13						
		5.05		f 2.40	162.94	Greenwood	24.42	f 11.44			10.35	
						3.46						
		5.30		s 2.50	166.40	d. Orland .W.	20.96	s 11.38			10.20	
						3.61						
		5.45		f 2.57	170.01	Malton	17.35	f 11.29			9.55	
						4.34						
		6.00		s 3.05	174.35	Kirkwood	13.01	s 11.21			9.40	
						5.18						
		6.35		s 3.15	179.53	d. Corning	7.83	s 11.11			9.15	
						3.27						
		6.50		f 3.23	182.80	Richfield	4.56	f 11.04			8.55	
						2.08						
		7.00		f 3.28	184.88	Finnell	2.48	f 11.00			8.45	
						2.48						
		7.15 P M AR		s 3.35 P M AR	187.36	d. TEHAMA .W.	0.00	10.55 A M LV			8.35 A M LV	
Daily.		Daily, Ex. Sun.	Daily.	Daily				Daily.	Daily.		Daily. Ex Sun.	Daily.

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO.

Second Class.		First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 10, June 14, 1895. STATIONS.	DISTANCE FROM OROVILLE.	TOWARD SAN FRANCISCO. First Class.		Second Class.	
101 Oroville Passenger and Freight Daily.	31 Oregon Freight. Daily.	49 Oroville Passenger. Daily.						50 Oroville Passenger. Daily.		32 Oregon Freight. Daily.	102 Oroville Passenger and Freight. Daily.
	A M LV 6.40	P M LV 8.10			85.95	d.. WOODLAND ..W.	62.78	A M AR s 6.40		P M AR 4.35	
	7.00	f 8.25			91.03	5.08 Curtis	57.70	f 6.23		4.10	
	7.45	s 8.35			95.13	4.10 d.. Knights Landing ...	53.60	s 6.14		3.50	
	8.20	f 8.58			106.16	11.03 Chandler	42.57	f 5.50		3.05	
	8.30	s 9.04			108.56	2.40 d..... Marcuse	40.17	s 5.44		2.55	
	8.45	s 9.13			112.46	3.90 d..... Tudor.....W.	36.27	s 5.35		2.40	
	9.05	f 9.23			116.96	4.50 Oswald	31.77	f 5.26		2.15	
	9.30	s 9.32			121.36	4.40 d.... Yuba City	27.37	s 5.18		1.50	
	9.40	s 9.37			122.83	1.47 .. E. St., Marysville..W.	25.90	s 5.12		1.30	
P M LV 5.20	A M AR 10.00				123.63	0.80 BINNEY JUNCTION	25.10				A M AR 7.55
s 5.25		s 9.50			124.68	1.05 d..MARYSVILLE..W.	26.15	s 5.00		P M LV 1.15	s 7.50
f 5.50		s 9.56			123.63	1.05 BINNEY JUNCTION	25.10	s 4.55			f 7.25
f 5.56		f 10.14			131.63	8.00 Ramirez	17.10	f 4.37			f 7.19
s 6.05		f 10.19			133.73	2.10 Coombs	15.00	f 4.33			s 7.10
f 6.10		s 10.24			135.93	2.20 d..... Honcut	12.80	s 4.28			f 7.05
f 6.20		f 10.27			136.63	0.70 Vaucluse	12.10	f 4.25			f 6.55
s 6.30		f 10.34			140.13	3.50 Cox's Lane	8.60	f 4.17			s 6.45
f 6.40		s 10.41			143.43	3.30 d..... Palermo	5.30	s 4.10			f 6.35
6.50 P M AR		f 10.48			146.03	2.60 Villa Verona	2.70	f 4.04			
Daily.	Daily.	10.55 P M AR Daily.			148.73	2.70 d... OROVILLE...W.	0.00	3.55 A M LV Daily.		Daily.	6.25 A M LV Daily.

WILLOWS AND FRUTO.

57 Fruto Passenger and Freight. Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM FRUTO.	58 Fruto Passenger and Freight. Daily, Ex. Sun.
P M LV 3.00	150.87	d.... WILLOWS.....	17.10	A M AR 11.00
f 3.25	156.77	5.90 .....Kurand.....	11.20	f 10.35
f 3.35	159.37	2.60 ..... Halconera	8.60	f 10.25
f 3.40	160.57	1.20 .....Millsholm.....	7.40	f 10.20
f 3.50	162.57	2.00 .....Falerni.....	5.40	f 10.10
f 4.00	164.57	2.00 .....Athena.....	3.40	f 10.00
4.15 P M AR	167.97	3.40 d..... FRUTO.....	0.00	9.45 A M LV
Daily, Ex. Sun.				Daily. Ex. Sun.

SACRAMENTO DIVISION: Sacramento and Placerville.

FROM SAN FRANCISCO.

Second Class.					First Class.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 10, June 14, 1895. STATIONS.	DISTANCE FROM PLACERVILLE.	TOWARD SAN FRANCISCO.				
					203 — Placerville Passenger and Freight. Daily, Ex. Sun.		201 — Placerville Passenger. Daily, Ex. Sun.					First Class.				Second Class.
												202 — Placerville Passenger. Daily, Ex. Sun.		204 — Placerville Passenger and Freight. Daily, Ex. Sun.		
					A M LV		P M LV					P M AR		A M AR		
					6.30		4.10		89.79	dn SACRAMENTO W. 5.64	59.67	2.40		11.05		
For time Sacramento to Brighton					see Western Division time table.							For time Brighton to Sacramento				see Western Division time table.
					A M LV		P M LV					P M AR		A M AR		
					6.55		4.25		95.43	d.....Brighton..... 1.29	54.03	s 2.25		s 10.38		
					f 7.00		s 4.28		96.72	.....Perkins..... 1.60	52.74	s 2.22		f 10.30		
					f 7.05		f 4.32		98.32	..... Manlove 1.44	51.14	f 2.18		f 10.22		
					s 7.13		s 4.35		99.76	..... Mayhew..... 1.76	49.70	s 2.15		s 10.12		
					s 7.22		s 4.39		101.52	..... Routier..... 0.86	47.94	s 2.11		s 10.00		
					f 7.29		f 4.41		102.38	..... Mills..... 2.15	47.08	f 2.08		f 9.55		
					f 7.37		f 4.47		104.53	.....Soudan 1.53	44.93	f 2.03		f 9.45		
					f 7.44		f 4.51		106.06	.....Salsbury 2.20	43.40	f 2.00		f 9.35		
					s 7.55		s 4.57		108.26	.....Natoma 0.96	41.20	s 1.55		s 9.20		
					f 8.00		f 4.59		109.22	..... Alder Creek..... 2.64	40.24	f 1.52		f 9.10		
					s 8.10 / 8.35		s 5.10		111.86	d.... FOLSOM ....W. 6.89	37.60	s 1.45		9.00 / s 8.35		
					f 9.00		f 5.28		118.75	.....White Rock ...W. 5.09	30.71	f 1.25		f 8.13		
					f 9.20		f 5.41		123.84	..... Cothrin..... 3.06	25.62	f 1.12		f 7.59		
					s 9.38		s 5.50		126.90	d.....Latrobe 2.19	22.56	s 1.04		s 7.50		
					f 9.46		f 5.56		129.09	.....Bryant..... 1.45	20.37	f 12.58		f 7.41		
					f 9.52		f 6.00		130.54	..... Brandon 1.65	18.92	f 12.55		f 7.36		
					f 10.00		f 6.04		132.19	..... Dugan..... 2.10	17.27	f 12.51		f 7.30		
					f 10.08		f 6.10		134.29	.....Bennett 3.38	15.17	f 12.46		f 7.24		
					s 10.30		s 6.20		137.67	d..Shingle Springs.... 3.59	11.79	s 12.37		s 7.13		
					f 10.45		f 6.32		141.26	..... Cummings..... 2.20	8.20	f 12.26		f 7.01		
					s 10.55		s 6.39		143.46	d.....El Dorado 2.30	6.00	s 12.21		s 6.55		
					s 11.10		s 6.45		145.76	..... Diamond..... 3.70	3.70	s 12.15		s 6.43		
					Foot-note. 11.25		6.55		148.46	d. PLACERVILLE W.	0.00	Foot-note. 12.05		6.30		
					A M AR		P M AR					P M LV		A M LV		
					Daily, Ex. Sun.		Daily, Ex. Sun.					Daily, Ex. Sun.		Daily, Ex. Sun.		

☞ *Train No. 203 has right of track against Train No. 202.*

SPECIAL RULES.

BETWEEN SACRAMENTO AND WADSWORTH.

All trains must get orders or clearance cards before leaving Sacramento, Rocklin, Truckee, Reno and Wadsworth.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

At Shady Run, the long siding;
At Blue Cañon, the upper siding;
At Emigrant Gap, the lower siding;
At Summit, the middle siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected by danger signals. At points not named in this rule the customary passing track will be treated in the same manner.

Between Blue Cañon and Strong's Cañon, trains following each other must be kept twenty minutes apart regardless of Rules 86, 87, 88 and 89, except when the leading train consists of light engines, or when permission is given by Train Dispatcher to run closer together. Conductors must keep themselves informed of the whereabouts of trains running ahead of them, so as to maintain the proper distance.

On descending grades between Tunnel 13 and Colfax, first-class trains must not exceed schedule time except by special order, but No. 4, when late, may make the schedule time of No. 2. On *all* descending grades speed of second-class trains must be limited to fifteen miles per hour, except between Truckee and Wadsworth, where such trains may run at a speed of twenty miles per hour.

Pusher engines must not be run attached to rear of train on descending grade.

Pusher engines, attached to rear of train, must be cut off before taking water.

All trains and engines approaching Sacramento must reduce speed at Sixteenth Street, and must be kept under perfect control while running through Sacramento yard.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13, train-order signal lamps must be kept burning at all hours, day and night.

The limits of Sacramento Yard extend to the west end of American River trestle. The limits of Truckee Yard extend from Donner Boom to Ellen's Siding. The limits of Reno Yard extend from the west end of long siding west of Reno to Asylum Switch. Within the limits of these yards all trains must run with care, expecting to find main track occupied.

All trains must use at least six minutes in crossing American River trestle.

Trains will stop on signal as follows:

At American River Bridge, Nos. 11, 12, 25 and 26;
At Lander, Nos. 1, 25 and 26;
At Soda Springs, Nos. 1 and 2;
At Martis Creek, Nos. 1 and 2;
At Burckhalter, Nos. 1 and 2;
At Cuba, Nos. 1 and 2;
At Hamlin's, Nos. 1 and 2;
At Marmol, Nos. 1 and 2.

Water supply at the following points between time-table stations:

One mile east of Colfax;
Two miles west of Cisco;
One-half mile west of Cascade;
One mile east of Strong's Cañon;
Three-quarters of one mile east of Mystic.

MARYSVILLE, WILLOWS AND OROVILLE LINES.

All trains must get orders or clearance cards before leaving Davis.

The limits of Marysville yard extend from Marysville station, through Binney Junction, to the E Street depot on Oroville line, including the "cut-off" between the A Street and E Street depots. The northern limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Oroville lines. Within the limits of these yards trains will run with care and under full control, expecting to find main track occupied, and in case of fog or other obstruction will protect themselves by flag and use every precaution to prevent accident.

Trains will stop on signal as follows:

At Ensign, Nos. 11 and 12;
At Tyler, Nos. 11, 12, 17 and 18;
At Elvaton, Nos. 17 and 18;
At Thomas' Spur, Nos. 17 and 18.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing switching or other station work.

BETWEEN SACRAMENTO AND PLACERVILLE.

The limits of Folsom yard extend from Folsom Junction to the east switch connecting with track to State Prison. Within these limits trains will run with care, expecting to find main track occupied.

All trains will stop on signal at New Ramona.

GENERAL.

Standard clocks, as per Rule 14, are located at **Rocklin, Red Bluff, Truckee** and **Wadsworth.**

Light engines, bound west, WHEN RUNNING EXTRA, will take siding for east-bound irregular trains.

When trains take siding for other trains, the forward brakeman, after opening and properly securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch, the conductor also being responsible for the same as per Rule 117. When it cannot be clearly seen that the siding is unobstructed, the forward brakeman must go ahead of the engine and see that switches on siding are properly set, and give Engineer signals to stop in time to prevent striking any cars that may be on the siding.

Between Rocklin and Wadsworth trains will be governed by the speed rule already laid down. On other portions of this division trains must not exceed schedule time unless the condition of train, track, weather and all circumstances warrant their doing so with safety. Conductors and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety will permit.

Air brakes on all trains must be tested from rear of train at Rocklin, Colfax, Blue Cañon, Summit, Reno, Marysville, Willows, Knights Landing and Folsom, as required by Air Brake Rule No. 70, and on passenger trains the air whistle signal must be tested at the same time.

Between Sacramento and Wadsworth train-order signal lamps at day telegraph stations will be extinguished when office is closed for the night. Between Roseville and Red Bluff, offices that are open for Trains Nos. 15 and 16 will have their signal lamps burning from a time fifteen minutes before these trains are due until they have passed. On other lines of this division signal lamps will not be lit if all trains for the day have passed.

The following freight trains will carry passengers:

Nos. 21, 22, 31 and 32 between Sacramento and Red Bluff.
Nos. 27 and 28 between Roseville and Rocklin.
Nos. 33 and 34 between Roseville and Marysville.

No other freight trains on this time table will carry passengers, except as provided in Rule 242.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.